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However, if one can overlook wearying detail and awkward sentences, he will find the book useful as a source of information regarding the industrial situation, natural resources, possibilities of development, character of the people and of the government, and opportunities for investment and for trade in the country. Evidently the writer has gone carefully over his ground and is attempting to give the most accurate information. His thoroughly British point of view, however, makes him rather partial at times. Some of his economic theory also is interesting, as when he expresses his relief at not being oppressed by "pernicious monopoly" in telephone service (p. 57). But his chief difficulty is with the involved sentences which sometimes make his meaning very difficult to distinguish. One regrets that the limitations of the writer should have obstructed with such difficulties an account of much real interest.

The Periplus of the Erythraean Sea. Translated and Annotated by WILFRED H. SCHOFF. New York: Longmans, Green & Co., 1912. 8vo, pp. 323. \$2.00.

The text of this volume, which occupies less than thirty pages, is the memoir of a Greek merchant of the first century. In this small compass he has given a detailed account of the trade-routes of the Indian Ocean, the Red Sea, and the Persian Gulf, together with a full list of the imports and exports of their markets.

The more valuable portion of the book, however, consists of the exhaustive notes by the translator. They deal with explanations of the various terms and the history of the peoples mentioned in the text. Without these notes an understanding of the text would be well-nigh impossible. A map at the end of the book is also of great service for locating the numerous trading ports referred to.

The translator of the *Periplus* may easily be said to have made a contribution to the history of commerce, for this, one of the earliest and most interesting guide-books of ocean trade-routes, throws much light upon many of the peoples of whom so little is known and concerning whom much might still be learned.

Saleswomen in Mercantile Stores. By ELIZABETH BEARDSLEY BUTLER. New York: Charities Publication Committee, 1912. 12mo, pp. xv+217. \$1.00.

This report, published by the Russell Sage Foundation, is the result of a careful investigation of working conditions of the thirty-four most important mercantile houses of Baltimore. It gives, first, a thorough report of physical conditions of work, of wages, etc., and then deals with the special phases of the situation as it exists in Baltimore, considering the class of people who are employed, reasons for their being in the work, and general causes of present conditions and wages. The general attitude of the community toward women's

work is given as one great cause for the low wage, and the unskilled, mechanical character of the work as an equally important factor. This latter condition is being remedied by schools of salesmanship which are raising the work to the basis of a skilled occupation. Though they have not yet been introduced in Baltimore, the methods and success of these schools in other places are dealt with at some length. The book is interesting both as showing the methods by which such an investigation is carried on and as a study of social conditions and their causes in the industry with which it deals.

The American Transportation Question. By SAMUEL O. DUNN. New York: D. Appleton & Co., 1912. 8vo, pp. xi+290.

This work, developed from a course of lectures given before the students of Northwestern University, is a general treatment of the problem of American transportation. The author's presentation of the principles of rate-making and of the questions of efficiency and of regulation shows an honest attempt at fairness and justice to all classes affected. On the much-discussed question of valuation as a basis for regulation the author concludes that the effort would be expensive, ever-recurring, and in the end useless. He also sees in the development of inland waterways a futile attempt at regulation.

While parts of the book treat of matter well known to any student even slightly acquainted with the subject of railroads, yet the work as a whole could well be used in connection with a course in transportation. To one unacquainted with the subject it will give a clear idea of the problem, together with many of the principles underlying rate-making.

Why Should We Change Our Form of Government? Studies in Practical Politics. By NICHOLAS MURRAY BUTLER. New York: Scribners, 1912. 8vo, pp. xiv+159. 75 cts.

This volume, which takes its name from the first chapter, is a compilation of six lectures delivered by the author at various times on political and economic subjects. The central theme of the first lecture, which reappears throughout the book, is an attack on the initiative and referendum in particular, and the prevalent socialistic tendencies in general. The author bases his discussions on the assumption that the principles of government as formulated at the time of the establishment of our constitution were the ultimate end toward which five hundred years of Anglo-Saxon history had been tending, and that any change from these must be retrogressive. He is strong in his assertions that the government must recognize the rights of all; but "rights" are viewed by him entirely from the point of view of the entrepreneur. He also recognizes that our present industrial system has given rise to many injustices; but in his solution of these problems he skilfully wields the magic wand of glittering generalities.